

Message Text

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PAGE 01 PARIS 14398 01 OF 02 051203Z

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ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00 DODE-00

DOT-00 INR-07 NSAE-00 FAA-00 PA-01 PRS-01 USIA-06

SS-15 L-03 NSC-05 SP-02 /062 W
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R 051144Z JUN 75

FM AMEMBASSY PARIS

TO SECSTATE WASHDC 0081

INFO AMEMBASSY LONDON

FAA BRUSSELS

LIMITED OFFICIAL USE SECTION 01 OF 02 PARIS 14398

E. O. 11652: N/A

TAGS: EAIR, FR

SUBJ: CIVAIR: BARNUM-CAVILLE DISCUSSION ON CONCORDE

SUMMARY: DURING JUNE 2 MEETING WITH DOT DEPUTY SECRETARY BARNUM, SECSTATE OF TRANSPORTATION CAVAILLE STRESSED IMPORTANCE OF ATTACHED TO OBTAINING US LANDING RIGHTS FOR CONCORDE. BARNUM EXPLAINED PROCEDURAL STEPS USG MUST FOLLOW. CAVAILLE INSISTED THAT IN FRANCE ISSUE WAS VIEWED AS ESSENTIALLY A POLITICAL ONE. END SUMMARY.

1. WHILE IN PARIS FOR THE AIR SHOW, DOT DEPUTY SECRETARY BARNUM, ACCOMPANIED BY DEPUTY UNDER SECRETARY SNOW, FAA ASSISTANT ADMINISTRATOR CARY, AND RCAA, CALLED JUNE 2 ON GOF STATE SECRETARY OF TRANSPORTATION CAVAILLE. ALSO PRESENT ON GOF SIDE WERE ABRAHAM, DIRECTOR OF AIR TRANSPORT AT SGAC AND CHARGE DE MISSION IN CAVAILLE'S CABINET, AND BRUNEAU, WHO IS CAVAILLE'S TECHNICAL ADVISER ON CIVAIR QUESTIONS.

2. THE SUBJECT OF CONCORDE DOMINATED THE CONVERSATION.

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PAGE 02 PARIS 14398 01 OF 02 051203Z

IT WAS RAISED AT THE VERY OUTSET BY CAVAILLE. HE STRESSED HOW IMPORTANT THE CONCORDE PROGRAM WAS FOR

FRANCE AND THEREFORE HOW ESSENTIAL IT WAS THAT CONCORDE OBTAIN LANDING RIGHTS IN US. CONCORDE WOULD BE PLACED INTO COMMERCIAL SERVICE BY AIR FRANCE ON RIO ROUTE NEXT JANUARY, BUT PRIME ROUTE OF COURSE WAS EUROPE-US. HE WAS THEREFORE CONCERNED OVER AFP REPORT THAT AT HIS PRESS CONFERENCE AT AIR SHOW EARLIER IN THE DAY BARNUM WAS REPORTED AS HAVING SAID THAT USG APPROVAL FOR CONCORDE SERVICE TO US MIGHT "NEVER" BE FORTHCOMING.

3. BARNUM EXPLAINED THAT HIS REMARK HAD BEEN MADE IN RESPONSE TO A QUESTION ON WHAT THE EXTREME LIMITS MIGHT BE EITHER WAY OF THE TIMING OF USG AUTHORIZATION. HE HAD REPLIED THAT THE EARLIEST USG COULD ACT MIGHT BE BEGINNING OF OCTOBER IF FAA'S DEFINITIVE EIS COULD BE ISSUED BY THAT TIME AND, OF COURSE, AT OTHER END OF SPECTRUM ANSWER WAS "NEVER" IF DEFINITIVE EIS WERE TO

BE NEGATIVE. BARNUM ADDED THAT PROCEDURES USG WAS REQUIRED FOLLOW IN THIS MATTER BY VIRTUE OF OUR DOMESTIC LEGISLATION WERE PERHAPS CONFUSING FOR FRENCH OPINION, WHICH WAS WHY HE HAD DEVOTED HIS PRESS CONFERENCE TO EXPLAINING THESE PROCEDURES AND WHY THEY TOOK SO MUCH TIME. SITUATION WAS OF COURSE FURTHER COMPLICATED BY POSITION THAT PORT OF NEW YORK AUTHORITY MIGHT TAKE SUBSEQUENTLY AND BY LIKELIHOOD THAT THERE WOULD BE LITIGATION. THERE THEREFORE REMAINED A NUMBER OF UNKNOWNNS THAT WOULD AFFECT THE TIMING OF WHEN AND IF CONCORDE COULD BE PERMITTED TO SERVE NEW YORK. DULLES, OF COURSE, WAS ANOTHER MATTER SINCE IT WAS OPERATED BY FAA. BARNUM ADDED THAT INsofar AS GOF WAS CONCERNED OUR PROCEDURES AND THE REASONS THEREFOR WERE DOUBTLESS WELL UNDERSTOOD SINCE HE HAD DISCUSSED THEM ON VARIOUS OCCASIONS WITH GUIBE, DIRECTOR OF CONCORDE PROGRAM IN SGAC, AS WELL AS WITH BINNING OF UK.

4. WHEN BARNUM NOTED THAT AT PRESS CONFERENCE HE HAD REFUSED VENTURE ANY PERSONAL OPINION ON OUTCOME OF LIMITED OFFICIAL USE
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PAGE 03 PARIS 14398 01 OF 02 051203Z

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PAGE 01 PARIS 14398 02 OF 02 051203Z

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LIMITED OFFICIAL USE SECTION 02 OF 02 PARIS 14398

ISSUE FOR WHICH HE WOULD BE HALF-JUDGE IN DETERMINING FINAL USG POSITION, CAVAILLE ASKED IF IN CONFIDENCE BARNUM COULD NOT BE A BIT MORE FORTHCOMING IN ESTIMATING CHANCES CONCORDE WOULD OBTAIN USG AUTHORIZATION TO FLY TO US POINTS. IN REPLY, BARNUM STRESSED AGAIN THAT SERVICE TO JFK DEPENDED ALSO ON DECISION OF NEW YORK PORT AUTHORITY WHICH USG DID NOT CONTROL AND IT COULD ALSO HINGE ON WHATEVER ACTION MIGHT BE TAKEN IN THE COURTS. THIS BEING SAID, HE RECALLED POINTEDLY THAT FAA'S DRAFT EIS HAD RECOMMENDED AUTHORIZING LIMITED CONCORDE SERVICE TO NEW YORK, THOUGH FAA DID NOW HAVE TO SIFT THROUGH VOLUMINOUS TESTIMONY FROM PUBLIC HEARINGS. FAA WAS PROCEEDING PRUDENTLY TO ENSURE THAT DEFINITIVE EIS WOULD WITHSTAND EVENTUAL ATTACK IN THE COURTS.

5. CAVAILLE SAID THAT IF FOR WHATEVER REASON CONCORDE WAS DENIED LANDING RIGHTS IN US, FRENCH PUBLIC OPINION WOULD NEVER GRASP THE REASONS AND REACTION WOULD BE VERY BITTER. FOR GOF, HE SAID, QUESTION OF CONCORDE LANDING RIGHTS IN US WAS THEREFORE VIEWED ABOVE ALL

AS A POLITICAL QUESTION, AND HE STRESSED THIS
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PAGE 02 PARIS 14398 02 OF 02 051203Z

POINT AGAIN AT CLOSE OF THE CONVERSATION.

6. CAVAILLE DID NOT MENTION NPRM ON SST NOISE LEVEL.

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